

AMENDMENT AND RESPONSE UNDER 37 CFR § 1.111
Serial Number: 10/707,619
Filing Date: December 24, 2003
Title: SNOW REMOVAL VEHICLES WITH COLORED EL LIGHTING

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IN THE SPECIFICATION

Please insert the following text on page 1, directly after the title:

Cross-Reference to Related Application

The present application is a Continuation-In-Part of U.S. Serial No. 10/645,873, which is incorporated herein by reference.

Paragraph 29 is amended as follows:

Figure 1 shows a safety sign 100 utilizing electroluminescent electroluminescent (EL) technology. A conducting base 110 is shown with a dielectric layer 120 coupled to the conducting base 110. The base is for some embodiments rigid and for other embodiments flexible. This feature enables the sign to be positioned on rigid or flexible surfaces. A number of encapsulated phosphor portions 130 are shown coupled to the dielectric layer 120. In one embodiment, the number of encapsulated phosphor portions 130 are microencapsulated. A second conducting portion 140 is shown coupled over the number of encapsulated phosphor portions 130. In one embodiment, the second conducting portion 140 includes a transparent conductor material. In one embodiment, an encapsulating layer 150 is included over the second conducting portion 140. In one embodiment, the encapsulating layer 150 is included to provide moisture or weather resistance. A pattern layer 160 is further shown coupled over the encapsulating layer 150. In one embodiment, the pattern layer 160 defines a message or symbol that indicates safety or caution.

Paragraph 32 is amended as follows:

Figure 3 shows an embodiment of a safety sign 300. The safety sign 300 includes an EL lighting surface 310, and a power source 312 coupled to the EL lighting surface [[210]] 310. Power source 312 includes, but is not limited to embodiments of power sources described above. A layer 320 is also included, with a pattern 322 located on the layer 320. In Figure 3, the layer 320 includes a substantially opaque layer. The pattern 322 in Figure 3 is substantially transparent. In one embodiment, the pattern 322 is cut out from the layer 320. Pattern 322 includes, but is not limited to embodiments of patterns described above. The safety sign 300

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operates by transmitting light from the EL lighting surface 310 through the substantially transparent pattern 322.

Paragraph 37 is amended as follows:

Figure 6 shows one embodiment of a safety sign 600. The safety sign 600 includes an EL lighting surface 610. In one embodiment the shape of the safety sign 600 is dictated by a government standard. In Figure 6, the EL lighting surface 610 of the safety sign 600 is substantially rectangular in shape. In Figure 6, a width 612 of the EL lighting surface 610 is approximately 72 inches. In Figure 6, a height 614 of the EL lighting surface 610 is approximately 8.5 inches. A pattern 616 is included on the safety [[sing]] sign 600 similar to embodiments described above. In one embodiment the pattern includes a text message that states "Stay Back - Stay Alive." In one embodiment the pattern includes a text message that states "Oversized Load, as shown at 1210 in FIG. 12." Any number of safety messages are possible within the scope of the invention. In addition to text, as described above, shapes or symbols are also possible to convey a message of safety. For example, a triangle may be used to indicate a slow moving vehicle, as shown at 1310 in FIG. 13.

Paragraph 43 is amended as follows:

A method of improving safety of snow plows and motor vehicles in hazardous visibility conditions, such as a snowstorm is shown in FIG. 11. The snowplows 1100 include EL lighting 1102 on the cabs, 1104 on the mudflaps and 1106 on the trailer. The snowplows also include EL lighting on the [[real]] rear of the trailer and, optionally, on mudflaps in the rear of the trailer, which are not shown.

Paragraph 46 is amended as follows:

Further, because EL lighting generates light from encapsulated portions along a large area (such as 72 inches by 8.5 inches) the light provided by the EL lighting is not a point source, but is an area source. This reduces or eliminates night blinding, blinding and flicker produced by point sources such as incandescent lights, and LEDs. Further, the area source of EL lighting can be seen from farther away, and through difficult conditions such as snow, dust, fog, etc. This is

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due to EL lighting providing numerous sources (an area of sources) of light to compensate for scattering and dispersement of light from any one individual source in the EL surface.